

**LETTER**

FROM

**THE SECRETARY OF THE NAVY**

TRANSMITTING INFORMATION

**RESPECTING THE COST OF, AND EXPENDITURES AT,**

THE

**SEVERAL NAVY YARDS;**

IN COMPLIANCE WITH A RESOLUTION OF THE SENATE, OF JANUARY 17.

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FEBRUARY 12, 1827.

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The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California.

The total amount of land owned by the United States in the State of California is approximately 10,000,000 acres. This land is divided into several categories, including National Forests, National Monuments, and National Wildlife Refuges. The National Forests are the largest category, covering approximately 60% of the total land owned by the United States in California. The National Monuments and National Wildlife Refuges cover approximately 40% of the total land.

The National Forests are managed by the United States Forest Service, which is a part of the Department of the Interior. The National Monuments and National Wildlife Refuges are managed by the Bureau of Land Management, which is also a part of the Department of the Interior. The land owned by the United States in California is primarily located in the western part of the state, with the largest concentrations in the Sierra Nevada and the Coast Range. The land is used for a variety of purposes, including timber production, recreation, and wildlife conservation.

The land owned by the United States in California is a valuable resource, and it is important that it be managed in a responsible and sustainable manner. The Department of the Interior is committed to protecting the land and the resources that it contains, and to ensuring that the land is available for future generations.

## NAVY DEPARTMENT,

9th February, 1827.

In compliance with the resolution of the 17th January, directing the Secretary of the Navy to lay before the Senate,

1. An exhibit of the original price paid by the United States for the sites of each of its Navy Yards ;
2. The gross amount of subsequent expenditures on each ;
3. The averaged cost at each, for ten years past, of the principal kinds of labor per day, on each of the public vessels ;
4. The averaged cost at each, during the same time, of the principal materials for ship building ;
5. The average cost of the principal articles in the rations ;
6. The sum total, (without details,) of the whole cost of building each vessel at each yard, when any other vessel of a like size has been built at any other yard ;

The Secretary of the Navy has the honor to transmit paper marked A, which contains the desired information on the first point. This paper has been prepared from a statement submitted to the House of Representatives on the 16th February, 1826, in answer to a resolution of that body, passed on the 10th of April, 1824 ; to which statement the Secretary of the Navy respectfully takes leave to refer, if more detailed information should be desired than that now presented.

The information on the second point can only be obtained by an examination in the Fourth Auditor's Office, of every account of every Navy Agent at every yard, since its purchase ; this examination will require so much labor, that there must be a suspension of the duties of the clerks from other objects, if it be furnished within the session. The Secretary of the Navy has, therefore, thought it his duty to apprise the Senate of this fact, and to state that the report on this point cannot be furnished before the next session of Congress, as will appear by the copy of a letter from the Fourth Auditor, marked B.

The copy of a letter from the Commissioners of the Navy, marked C, with the enclosures therein referred to, will give the necessary information on the remaining points of the resolution.

Respectfully submitted,

SAM'L L. SOUTHARD.

*The PRESIDENT of the Senate  
of the United States.*

## A.

**EXHIBIT** of the original price paid by the United States for the sites of each of its Navy Yards.

<i>Where situated.</i>	<i>When purchased.</i>	<i>Cost.</i>
Dennet's Island, Maine, - -	12 June, 1800,	\$ 5,500
Charlestown, Massachusetts, -	1800, 1801 & 1817,	43,103 50
Brooklyn, New York, - -	23 February, 1801,	40,000
Sacket's Harbor, New York, -	1814 and 1815,	4,425
Southwark, Pennsylvania, - -	Jan. and Feb. 1801,	37,000
Washington, Dist. of Columbia,	17 March, 1800,	4,000
Gosport, Virginia, - - - -	15 June, 1801,	12,000

## B.

*Copy of a letter from Tobias Watkins, Esquire, Fourth Auditor, to the Secretary of the Navy, dated,*

**FOURTH AUDITOR'S OFFICE,**

*24th January, 1827.*

I have the honor to acknowledge the receipt of your letter of yesterday's date, enclosing a copy of a resolution of the Senate of the United States, passed the 17th instant, requiring certain information respecting the cost of, and expenditures at, the several Navy Yards, the averaged price of labor and materials, and the cost of building each vessel, for ten years past.

The labor and time which it will necessarily require to examine the several accounts for the purpose of obtaining the information called for by the resolution, will render it impracticable to furnish it during the present session of Congress.

## NAVY COMMISSIONERS' OFFICE,

6th February, 1827.

SIR : The Commissioners of the Navy, have received your letter of the 23d ult. calling upon them "for such part of the information, [required by the resolutions of the Senate, of the 17th ult.] as can be furnished from this office," and, in reply, have the honor to report,

Paper A, which shews the average cost at each of the Navy Yards, for the last eight years, of the principal kinds of labor per day on the public vessels, from 1819 to 1826, inclusively. Prior to 1819, the work in building vessels was inconsiderable, the materials not having been collected ;

Paper B, which shews the average cost of the principal materials for ship building, and of the principal articles constituting the Navy ration, for the last ten years ;

Paper C, which shows the sum total of the whole cost of building each vessel at each yard, when any other vessel of a like size has been built at any other yard. The information afforded by this paper is necessarily limited. Since the establishment of this Board, only two 74 gun ships have been *completely finished*, viz. the Columbus, and the North Carolina. The latter was built at Philadelphia, but only so far completed there as to enable her to proceed to Norfolk, at which place she was fitted for sea ; hence, expenses were incurred on that vessel, both at Philadelphia and at Norfolk.

The Columbus, [the first ship of the line whose keel was laid down under the Act, for the gradual increase of the Navy,] was subjected to extraordinary expense from the circumstance of her frame having been selected from various parcels of timber not moulded for such a ship, which involved the necessity of additional labor, to shape it to the proper moulds.

The frame of the North Carolina was cut to moulds, and hence an expense in her construction was avoided, which in the Columbus was unavoidably incurred.

The paper C, exhibits the whole cost of building the Columbus and the North Carolina ; also, of building the Sloops Lexington and Boston, and the Schooners Porpoise and Alligator.

There are other vessels partly built at the different Navy yards, but the progress on no two of them being *equal*, their whole cost cannot be seen ; neither can a comparison of their relative cost be fairly made.

The Frigate Brandywine, being the only vessel of her class which has been completely finished, no comparison can be made of her cost with that of any other vessel of a like size built at any other yard.

As to the cost of the sites of the different Navy yards, the Commissioners can afford no information from the files of their office,



the yards having been purchased long prior to the establishment of the Board. Neither can the Commissioners inform you of the "gross amount of subsequent expenditures," on each yard; no moneys being disbursed, nor accounts settled in their office.

Upon these points, however, it is presumed, that the Fourth Auditor of the Treasury, will be able to afford you satisfactory information.

I have the honor to be,

With great respect,

Sir, your most obedient servant,

W. BAINBRIDGE.

HON. SAMUEL L. SOUTHARD,  
*Secretary of the Navy.*

## A.

**EXHIBIT** of the average per diem pay at the several Navy Yards of the five principal denominations of mechanics, from the year 1819 to 1826, inclusive, and the general average for the eight years of each class at each Yard.

PORTSMOUTH.	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.	BOSTON.	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.
	CENTS.						CENTS.				
1819	147 $\frac{5}{8}$	-	-	-	129 $\frac{1}{2}$	1819	155	157 $\frac{1}{2}$	142 $\frac{3}{4}$	204 $\frac{1}{4}$	129 $\frac{1}{2}$
1820	147 $\frac{5}{8}$	129	133 $\frac{1}{3}$	142	126	1820	138 $\frac{1}{3}$	147 $\frac{1}{2}$	139	169 $\frac{1}{3}$	135 $\frac{1}{4}$
1821	131 $\frac{1}{2}$	116 $\frac{2}{3}$	126	148	127	1821	134 $\frac{1}{4}$	134 $\frac{3}{4}$	129 $\frac{1}{4}$	179	121 $\frac{1}{4}$
1822	124 $\frac{3}{8}$	121	120 $\frac{3}{4}$	155	123 $\frac{1}{2}$	1822	151	148 $\frac{1}{2}$	140 $\frac{1}{4}$	168	144
1823	137 $\frac{1}{2}$	125 $\frac{1}{2}$	123 $\frac{3}{4}$	150	120 $\frac{2}{3}$	1823	138	131 $\frac{1}{2}$	127	145	126 $\frac{1}{4}$
1824	134 $\frac{1}{4}$	134 $\frac{3}{4}$	127 $\frac{1}{2}$	-	126 $\frac{1}{5}$	1824	149 $\frac{1}{2}$	122	136	-	128
1825	148 $\frac{1}{2}$	141 $\frac{1}{2}$	141 $\frac{1}{2}$	138 $\frac{1}{2}$	134 $\frac{1}{4}$	1825	157 $\frac{1}{2}$	154 $\frac{1}{2}$	148 $\frac{1}{2}$	162 $\frac{1}{2}$	136 $\frac{2}{3}$
1826	143 $\frac{1}{4}$	141 $\frac{1}{4}$	147 $\frac{1}{4}$	-	123 $\frac{1}{3}$	1826	159 $\frac{1}{2}$	147 $\frac{1}{2}$	156 $\frac{1}{3}$	199 $\frac{2}{3}$	128 $\frac{2}{3}$
General average	139 $\frac{3}{8}$	129 $\frac{6}{7}$	145 $\frac{5}{7}$	146 $\frac{3}{8}$	126 $\frac{1}{4}$	General average	147 $\frac{7}{8}$	143	139 $\frac{1}{4}$	175 $\frac{2}{7}$	131 $\frac{1}{4}$

## A.—Continued.

NEW YORK.	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.	WASHINGTON.	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.
	CENTS.						CENTS.				
1819	187 $\frac{1}{4}$	170 $\frac{1}{2}$	170 $\frac{1}{4}$	147 $\frac{1}{2}$	142 $\frac{3}{4}$	1819	183 $\frac{1}{2}$	172 $\frac{3}{10}$	133 $\frac{1}{4}$	161 $\frac{1}{3}$	156 $\frac{1}{4}$
1820	155 $\frac{3}{4}$	148	153 $\frac{1}{2}$	167 $\frac{3}{4}$	148	1820	155 $\frac{3}{10}$	145	120 $\frac{1}{2}$	118 $\frac{1}{10}$	112 $\frac{1}{2}$
1821	148 $\frac{3}{4}$	126 $\frac{3}{4}$	116 $\frac{1}{2}$	154 $\frac{1}{2}$	129	1821	140	157 $\frac{1}{4}$	109	147	119
1822	154 $\frac{1}{4}$	155 $\frac{1}{2}$	132 $\frac{3}{4}$	170	128	1822	164 $\frac{1}{2}$	158 $\frac{3}{4}$	149 $\frac{1}{2}$	146	125
1823	164	128 $\frac{3}{4}$	142	153 $\frac{1}{2}$	130 $\frac{1}{4}$	1823	133 $\frac{1}{3}$	129 $\frac{1}{2}$	116	147	119 $\frac{1}{2}$
1824	158	134 $\frac{1}{4}$	142	172	125 $\frac{1}{2}$	1824	144 $\frac{1}{3}$	128 $\frac{1}{2}$	120 $\frac{3}{4}$	149 $\frac{1}{2}$	127 $\frac{1}{2}$
1825	188	151 $\frac{3}{4}$	175 $\frac{1}{2}$	183	145 $\frac{1}{4}$	1825	176 $\frac{3}{10}$	133 $\frac{1}{3}$	128 $\frac{3}{10}$	131 $\frac{2}{10}$	124
1826	177 $\frac{1}{2}$	151 $\frac{1}{2}$	167 $\frac{2}{3}$	176 $\frac{1}{3}$	139	1826	184	133 $\frac{1}{3}$	137 $\frac{1}{2}$	139	124 $\frac{2}{3}$
General average	166	145 $\frac{7}{8}$	150	165 $\frac{1}{2}$	136	General average	160 $\frac{1}{4}$	144 $\frac{3}{4}$	126 $\frac{7}{8}$	142 $\frac{3}{8}$	124 $\frac{3}{4}$
PHILADELPHIA.						GOSPORT.					
1819	168	131	119 $\frac{1}{2}$	-	129	1819	174 $\frac{1}{2}$	170 $\frac{3}{4}$	159 $\frac{1}{4}$	151 $\frac{1}{4}$	151 $\frac{1}{4}$
1820	150	123 $\frac{1}{4}$	117 $\frac{1}{2}$	150	122	1820	168	156 $\frac{1}{4}$	142 $\frac{3}{4}$	141 $\frac{1}{4}$	125 $\frac{1}{2}$
1821	156 $\frac{3}{4}$	102 $\frac{1}{2}$	118 $\frac{1}{2}$	-	121 $\frac{3}{4}$	1821	145 $\frac{1}{4}$	132 $\frac{1}{2}$	142 $\frac{1}{2}$	135 $\frac{1}{4}$	122 $\frac{1}{2}$
1822	159 $\frac{1}{4}$	120 $\frac{1}{2}$	110 $\frac{1}{2}$	-	116 $\frac{1}{4}$	1822	146	129 $\frac{3}{4}$	112 $\frac{1}{2}$	129 $\frac{3}{4}$	123 $\frac{1}{4}$
1823	139	125	112 $\frac{1}{2}$	-	118 $\frac{3}{4}$	1823	135	123 $\frac{1}{2}$	110 $\frac{2}{3}$	121 $\frac{3}{4}$	113
1824	133	121 $\frac{1}{4}$	113 $\frac{1}{2}$	125	113 $\frac{1}{4}$	1824	156 $\frac{1}{2}$	147	116 $\frac{3}{4}$	127	117 $\frac{1}{4}$
1825	182 $\frac{3}{4}$	135 $\frac{1}{6}$	134 $\frac{1}{2}$	-	118 $\frac{1}{6}$	1825	177	133 $\frac{1}{3}$	108	124 $\frac{1}{2}$	118 $\frac{3}{4}$
1826	165 $\frac{1}{2}$	137 $\frac{1}{2}$	137 $\frac{1}{2}$	175	120 $\frac{1}{2}$	1826	170 $\frac{3}{10}$	145	112 $\frac{1}{2}$	131 $\frac{1}{4}$	130 $\frac{1}{2}$
General average	156 $\frac{3}{4}$	124 $\frac{1}{2}$	120 $\frac{1}{2}$	150	119 $\frac{7}{8}$	General average	159	142 $\frac{1}{4}$	125 $\frac{1}{2}$	132 $\frac{3}{4}$	125 $\frac{1}{4}$



*Doc. [54] Sig. 2.*

## B.

**EXHIBIT,** showing the average cost of the principal materials of ship building, and of the principal articles constituting the navy rations, for the last ten years.

[illegible]

B.—Continued.

# PROVISIONS.

	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.
BEEF.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
At Portsmouth, N. H.											
Boston	\$ 12	•	13 $\frac{3}{4}$	13 $\frac{3}{4}$	11	9 $\frac{1}{4}$	•	•	8 $\frac{3}{4}$	8	8 $\frac{1}{4}$
New York	•	13	•	•	•	•	•	•	8 $\frac{1}{2}$	8	
Philadelphia	•	•	•	•	•	•	•	•			
Washington	•	•	•	13 $\frac{3}{4}$	11						
Norfolk	•	•	•	•	•	•	•	•	8 $\frac{40}{100}$	8 $\frac{1}{4}$	
New Orleans	•	12 $\frac{1}{2}$	•	•	11	7 $\frac{3}{4}$					
PORK.											
At Boston	20	•	•	17 $\frac{3}{4}$	14	•	•	11	11 $\frac{1}{4}$	11 $\frac{95}{100}$	11 $\frac{1}{4}$
New York	•	17 $\frac{3}{4}$	•	•	14	10 $\frac{87\frac{1}{2}}{100}$	•	•	11 $\frac{3}{4}$	11 $\frac{3}{4}$	11
Washington	18 $\frac{1}{2}$	19	•	16 $\frac{1}{4}$	14	•	13				
Norfolk	•	•	•	•	14	10 $\frac{87\frac{1}{2}}{100}$	•	•	10 $\frac{85}{100}$	11 $\frac{40}{100}$	11
New Orleans	•	17	17	•	12						



B.—Continued.

## PROVISIONS.

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## BREAD.

	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
At Portsmouth, N. H.	•	•	•	•	•	3½	3½	4	•	4½	4½
Boston	•	•	•	•	•	2 <sup>8</sup> / <sub>10</sub>	3	3½	4	4	3 <sup>3</sup> / <sub>4</sub> <sup>5</sup>
New York	•	•	•	•	•	•	3	3½	3¾	3	2 <sup>8</sup> / <sub>4</sub>
Philadelphia	•	•	•	•	•	•	4	4	•	3 <sup>7</sup> / <sub>10</sub>	2¾
Baltimore	•	•	•	•	•	•	•	3 <sup>7</sup> / <sub>8</sub>	4	4	3½
Washington	•	•	5 <sup>5</sup> / <sub>8</sub>	4¾	•	2¾	3½	3½	3¾	3 <sup>3</sup> / <sub>10</sub>	3¾
Norfolk	•	•	•	•	•	2 <sup>7</sup> / <sub>10</sub>	•	3¾	3½	3½	2 <sup>9</sup> / <sub>10</sub>

## SPIRITS.

	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
At Portsmouth, N. H.	•	•	•	•	•	37½	35	36	•	34	31
Boston	•	•	•	•	•	38	38	36½	32	30	
New York	•	•	•	•	•	35	35	33	30	28½	29
Philadelphia	•	•	•	•	•	33	39	34	29	26½	
Washington	•	•	•	•	40	36	37½	34	34	32	34
Norfolk	•	•	•	•	39	37½	35	34	32	30	34

B.—Continued.

# COPPER AND IRON.

COPPER.				1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.
				Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.	Cts. lb.
At Portsmouth, N. H.	.	.	.	.	.	.	.	.	.	.	.	23 $\frac{7}{8}$	26	29 $\frac{1}{2}$
Boston	.	.	.	31	.	36	.	.	.	27	.	.	26	29 $\frac{3}{8}$
New York	.	.	.	31	.	33	31	.	.	27	.	.	26	28 $\frac{1}{8}$
Philadelphia	.	.	.	30 $\frac{1}{2}$	26	.	.	.	28	27 $\frac{1}{2}$	.	.	26	29 $\frac{1}{4}$
Washington	.	.	.	.	.	.	.	.	.	27 $\frac{3}{4}$	.	23 $\frac{7}{8}$	26	29 $\frac{1}{4}$
Norfolk	.	.	.	.	.	.	.	31 $\frac{1}{4}$	.	.	.	23 $\frac{7}{8}$	26	29 $\frac{1}{4}$
Baltimore	.	.	.	38 $\frac{1}{2}$	.	33	.	30 $\frac{2}{3}$	.	.	.	.	.	.
IRON.				Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.	Ton.
At Portsmouth, N. H.	.	.	.	.	.	130	127 $\frac{3.3}{100}$	.	100	.	.	105 $\frac{5.0}{100}$	137 $\frac{2.0}{100}$	134 $\frac{4.0}{100}$
Boston	.	.	.	.	.	130	.	.	.	.	.	105 $\frac{5.0}{100}$	125	112 $\frac{5.0}{100}$
New York	.	.	.	.	.	.	125 $\frac{7.5}{100}$	114	.	.	.	.	113	110
Philadelphia	.	.	.	.	.	130	.	118	.	.	89 $\frac{6.0}{100}$	106 $\frac{8.0}{100}$	122 $\frac{5.0}{100}$	104
Washington	.	.	.	83 $\frac{5.0}{100}$	.	.	126	121 $\frac{8}{100}$	108	106	122	117	122 $\frac{5.0}{100}$	114 $\frac{7.83}{100}$
Norfolk	.	.	.	.	.	.	125 $\frac{7.5}{100}$	.	.	.	.	108 $\frac{5}{100}$	122 $\frac{5.0}{100}$	123 $\frac{3.3}{100}$
Baltimore	.	.	.	.	121	125	.	.	.	.	.	.	.	.

## C.

**EXHIBIT,** showing "the sum total of the whole cost of building" certain vessels of the Navy: prepared from returns made from the respective Navy Yards.

VESSELS' NAMES.	CLASS.	WHERE BUILT.	WHOLE COST OF BUILDING.
Columbus - - -	74	Washington - -	\$ 426,931 11
North Carolina -	74	Philadelphia -	350,442 75
Lexington - - -	Sloop	New York - - -	112,080 89
Boston - - - -	Sloop	Boston - - - -	96,938 40
Porpoise - - - -	Schooner	Portsmouth, N.H.	20,408 75
Alligator - - - -	Schooner	Boston - - - -	22,745 65